GROUND GUIDE TRAINING PRESENTATION

USAREUR 385-55

PREVENTION OF MOTOR VEHICLE ACCIDENTS

Ground Guide Training Topics

- Purpose
- Ground Guide Procedures in Assembly Areas
- Ground Guide Requirements
- Ground Guiding Standards and Procedures

PURPOSE

GENERAL: To outline procedures and number of ground guides needed to move vehicles (with or without trailers) safely for short distances in motor pools, Assembly areas, and other areas. Ground guides are required for maneuvering non-tactical and tactical wheeled, tracked and engineer vehicles.

Ground Guide Procedures in Assembly Area

- Forward and rear ground guides will guide vehicles being moved through an assembly area.

- The forward ground guide will be positioned out of the forward path of the vehicle and not closer than 10 feet to the front of the vehicle.

- The rear ground guide will be positioned to maintain visual contact with the forward ground guide.

Ground Guide Requirements

• Ground Guides: The number of ground guides required by vehicle type are as follows:

❑ Non-tactical vehicles: If the rear visibility is blocked by cargo or otherwise limited, or for a bus carrying passengers or a truck 2-1/2 tons or larger, a minimum of one (1) ground guide is required.

❑ Tactical Wheeled Vehicles: If rear visibility is blocked by cargo or otherwise limited, at least:

(a) One ground guide is required for 1-1/4 – ton vehicles and below.

(b) Two ground guides are required to guide tactical wheeled vehicles larger than 1-1/4 ton backwards and forwards. If only one ground guide is available, the vehicle may only be moved and guided forward.

❑ **NOTE: This note is applicable to tactical and non-tactical vehicles only. In emergency cases where a ground guide is not available (for example, in a civilian domain) vehicle drivers will:**

- **Dismount**
- **Walk completely around the vehicle to verify clearance**
- **Determine visual clear distance with a ground reference point visible from the cab of the vehicle**
- **Mount the vehicle.**
- **Sound the horn**
- **Back to the pre-selected ground reference point.**

Ground Guide Requirements

- **Tracked Vehicles**: Two ground guides are required to guide tracked vehicl forwards. If only one ground guide is available, a tracked vehicle may only be forward.

- **Engineer vehicles operating at Supervised or Controlled access Cons**

  - Before starting vehicle engines, drivers of graders, bulldozers, and other walk around the vehicle to ensure the area is free of obstructions.

  - Ground guides are not required to back engineer equipment operating at controlled access construction sites. Drivers of engineer vehicles, however, w horn before backing as a SOP while operating at supervised or controlled acce

  - Engineer vehicles operating outside of supervised or controlled access co use the standards and number of ground guides indicated above.

Ground Guiding Standards and Procedures

- ✓ Drivers and ground guides will coordinate signals before ground guide op
  signals to control vehicle drivers shown in FM 21-60 will be used.

- ✓ The driver must be able to see assigned ground guides at all times. If the
  of the ground guide, he or she will stop the vehicle.

- ✓ Before backing up in a non-tactical area, drivers of all types of vehicles wi
  horn.

- ✓ Only one ground guide will provide signals to the driver.

- ✓ Ground guides will not walk or run backward. If ground guides are observ
  runing backwards, the vehicle operator will stop and make an on the spot c

- ✓ Ground guides on rail cars will not stand on the same rail car as the vehicl

- ✓ When appropriate to the mission, ground guides will be equipped with retr
  and flashlight.

Caution !

• Ground guides will not position themselves between the vehicle being guided and another object where an inadvertent engine surge or momentary loss of vehicle control could cause injury or death.

• Drivers of vehicles will stop their vehicle immediately if they lose sight of a ground guide or note that the guide is dangerously positioned between the vehicle and another object. Drivers in such cases will secure their vehicle, dismount, and make on-the-spot correction before continuing operations.